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Hong Kong Daily Press

ESTABLISHED 1857.

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日六十二年三月四十二號光 HONGKONG, SATURDAY, APRIL 16th, 1898.

四六十月四日八十九日八千萬英磅

PRICE \$2 PER MONTH

NOTICE

Communication respecting Advertisements, Sub-
scriptions, Printing, Binding, &c., should be addressed
Date, Place, and address desired, matters
The Manager.

Advertisements and Subscriptions which are not
referred to a fixed price will be charged until
otherwise agreed.

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Agents—

NEW ADVERTISEMENTS

WANTED.

A T KENNEDY TOWN'S HOSPITAL, a EURO-
PEAN WARDMASTER, preferably
a trained one (temporarily). Salary—\$300
Month, with rations, uniform, and quarters.
Apply to

Dr. ATKINSON,
Government Civil Hospital
Hongkong, 16th April, 1898.

SITUATION WANTED.

A YOUNG GENTLEMAN is desirous of
obtaining a Temporary MERCANTILE
FIRM. He has served a year's experience in
Oil & Works and is Competent in Store-
house-keeping, and Correspondence. Good re-
ferences.

Apply to

"A. C."
Care of Office of this Paper.
Hongkong, 16th April, 1898.

GYMKHANA MEETING.

THERE will be Two Enclosures at the
GYMKHANA MEETING TO-DAY,
(SATURDAY, 16th inst.)
Entrance to the Enclosure 50 Cents, free to
Soldiers and Sailors in Uniform.
Entrance to second or lower Enclosure \$1.50.
No clubs taken.

P. de S. RYAN, Capt. R.A.
Hon. Secretary
Hongkong, 16th April, 1898.

HONGKONG ODD VOLUMES SOCIETY.
EVENING MEETING.

THERE will be an EVENING MEET-
ING of this Society, in the Chamber
of Commerce Room at the CITY HALL, on
WEDNESDAY, the 20th of April, at 9.30
P.M., at which experiments in Electrical Dis-
play and exhibitions of the Graphophones and
Photographs and Microscope will be held.

Ladies are invited and members may ask
their friends.

HENRY F. POLLACK,
Hon. Secretary
18, Bank Buildings
Hongkong, 16th April, 1898.

CRICKET CLUB LAWN TENNIS TOURNAMENT.

NOTICE.

THE TIME for concluding TIES has been
extended as follows:

THURSDAY, 21st inst.

Third Tie to be concluded on or before
WEDNESDAY, 27th inst.

Fourth and final to be concluded on or before
TUESDAY, 3rd May.

N.B.—All Ties to be the best out of five.

By Order

LAWYER TENNIS SOC. COMMITTEE
Hongkong, 16th April, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, AND KOBE.

THE above Steamer having arrived, Con-
signs of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
tion, and take immediate delivery of their
Goods, and discharge.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consigned risk and
expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 15th April, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

The Steamer

"GISELA"

having arrived, Consignments of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Colwin Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims
must be sent in to the Undersigned before
noon of the 22nd April, or they will not be
Received.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
22nd April will be subject to rent.

Bills of Lading will be counter-signed by

SANDER, WIELER & CO.,
Agents.

Hongkong, 16th April, 1898.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

The Steamer

"LETIMBRO"

having arrived from the above ports, Consignments
of Cargo by her are hereby informed that their
goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Colwin Company, Limited, whence delivery
may be obtained. Particulars Goods to be taken
delivery of immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the office of the Undersigned before
noon on the 22nd instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
instant, will be subject to rent.

Bills of Lading will be counter-signed by

CARLOWITZ & CO.,
Agents.

Hongkong, 15th April, 1898.

DEVONIAN SOCIETY, HONGKONG.

THE ANNUAL DINNER of the above
Society will be held at the Hongkong
Club on SATURDAY, 23rd April.

For the details of joining the Society
apply to the undersigned.

H. LEIGH,
Hon. Secretary

Hongkong, 16th April, 1898.

ENTERTAINMENT

THEATRE ROYAL,
SATURDAY NIGHT, SATURDAY
EVENING, FAREWELL APPEARANCE
CARL HERTZ. At 8 P.M.

CARL HERTZ, D. ALEX., CARL HERTZ
A TRUE GREAT CONJURER

Universally admitted by competent

ABSOLUTELY INCOMPARABLE

LAST NIGHT. See it

LAST NIGHT. Tonight or
never.

OF THE Popular

Tricks Illusions

LAST NIGHT.

LAST NIGHT.

For the Last Time

SPECIAL FAREWELL PROGRAMME

Last Appearance in Hongkong.

REDUCED PRICES

Dress Circle \$2.00

Stalls 1.00

pit 50c.

A few stalls reserved at \$2.00

Book at KONGSHU CO.

Hongkong, 16th April, 1898.

INTIMATIONS

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IN CONNECTION WITH LIFE INSURANCE
BUSINESS AFFORDED BY
THE STANDARD LIFE OFFICE

ONE of the oldest and wealthiest of the
British Offices.

For a proposal and every information may
be obtained at

DODWELL, CARLILL & CO.

Agents

Hongkong, 16th November, 1897. [8-132]

FOR THE MAIL

THE HONGKONG TELEGRAPH is

now ready and contains—

Leading Articles—

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The Policy of the Opium and its
Application

Great Britain's Diplomatic Success in
China

Plague Measures and Medical Inspection
On Titles

Sapient Court

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Plague on Glendale

Sir John Carrington on Volunteering

Lord Lansdowne's Return

The Victorian Surgeon's Annual Report

Fatal Attack at the China State Revenue

Dr. Somers and the Hongkong
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Inspection of the Hongkong Volunteer
Corps

Hongkong Odd Volumes Society

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United States

The Chinese Mutual Steam Navigation Co.

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Hongkong, 16th April, 1898.

VICTORIA DISPENSARY,

LATE DAKIN, CRUCKSHANK & CO., LIMITED,

QUEEN'S ROAD, HONGKONG.

WHOLESALE AND RETAIL
DEALERS IN PHOTOGRAPHIC REQUISITES,

MANUFACTURERS OF
HIGH CLASS AERATED WATERS.

IMPORTERS OF
SELECTED BRANDS OF WINES, SPIRITS AND CIGARS.

Hongkong, 23rd February, 1898.

JUST RECEIVED BY "NATAL."

SALAD OIL, SALAD OIL, SALAD OIL.

1 day. Bottles. Bottles.

BOTTLED OLIVE OIL EXTRA SUPERFINE VIRGIN CLARIFIED \$10.00 \$10.85

J. B. & A. ARTAUD FRÈRES SUPERFINE 16 oz. 5.50 0.45

18 oz. 7.00 0.60

24 oz. 9.00 0.75

32 oz. 12.00 0.90

48 oz. 18.00 1.20

100 oz. 35.00 2.25

120 oz. 42.00 2.50

150 oz. 50.00 3.00

180 oz. 60.00 3.50

210 oz. 70.00 4.00

240 oz. 80.00 4.50

270 oz. 90.00 5.

INTIMATIONS

BROWN, JONES & CO.
Dealers in
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office: 17, QUEEN'S ROAD CENTRAL. (1794)

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., M.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 15th March, 1898. [24]

NOTICE TO CORRESPONDENTS
Only communications relating to business columns
will be addressed to THE EDITOR.
General correspondence, including advertisements, with communications addressed to THE EDITOR, or
Letters for publication should be written on one side of the paper.
No correspondents' names should appear in any other paper than this.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour supply is limited. Only supplied for Cash
P.O. Box 26. Telephone No. 12.

BIRTH.—At Tientsin, on the 25th March, 1898, SARAH widow of the late WILLIAM BELMONTIAN, aged 73 years.

DEATH.—At Tientsin, on the 25th March, 1898, SARAH widow of the late WILLIAM BELMONTIAN, aged 73 years.

The Daily Press.

HONGKONG, APRIL 16TH, 1898.

Years ago it was predicted that the time would come when Russia would actively renew the forward and southward movement inaugurated in 1860, when she acquired the vast tract of Manchuria now known as the Ussuri Territory of Eastern Siberia. So soon as the Great Trans-Siberian Railway was projected, it became clear that that period was within measurable distance. Within the last two years events have marched at the double quick, and at the present moment, by the acquisition of Port Arthur, Russia is practically mistress of Manchuria, the ancient heritage of the Tatars. It is a signal indication of the utter helplessness of China that she should, without striking a blow, have surrendered such a territory. The Emperor-Kwang So is, however, a weak and nerveless creature who has neither the will of an autocrat nor the powers of a sovereign, while his Ministers are a corrupt and cowardly group of worn out and ignorant officials, lacking alike the head to devise and the ability to strike a blow for the preservation of the independence of the country. Nor can the Chinese Government appeal to the friendship of foreign states to aid them in their difficulty. They have, by their repeated breaches of faith and by their undisguised dislike of and contempt for Western people alienated the sympathies of Western powers. The letters of the Peking correspondent of THE TIMES, who has been travelling along the route of the projected Trans-Manchurian Railway ought to enlighten the British public and Government as to the true aims and the actual doings of Russia in that region. His letter of the 20th December, published in THE TIMES of the 12th March, is most instructive. He there very plainly shows how the Russification of Manchuria has already actually commenced, and the coming absorption is not even evoking remonstrance. The rule of the mandarins is so much disliked that the Russians are being welcomed rather than held in distrust and aversion, as frequently the case with foreign intruders.

It must be conceded that the Russians manage their negotiations with great tact, and succeed in gaining their ends in a most remarkable manner. Thus, as the correspondent above alluded to shows, the railway has been termed the Chinese Eastern Railway, a title ingeniously devised to "save the face" of the Chinese Government. Shares can only be held by Russians and by Chinese, but as a matter of fact every share is held by Russians, the Chinese having

no pecuniary interest in the line whatever. It is to be built by Russian engineers, protected by Russian soldiers, with Russian capital, and with Russian material, and it will run through territory which though now Chinese will, we believe, cease to remain so long before the term (30 years) is up when the Chinese Government will acquire the right to purchase the line. The railway is, moreover, to be financed by the Russo-Chinese Bank, the capital of which is exclusively Russian, and they retain the exclusive control, management, and profits, the Chinese share being limited to the provision of clients, compradores, under clerks, and servants. The railway is to be completed and in full running order before 28th August, 1903, but so far the surveys have not been carried out, and the route is not wholly decided upon. It will, however, pass through a fertile and increasingly populous district, which will stone for the engineering difficulties which have to be encountered. At Tsitsihar, an important city and capital of the province of Hsueh Lang Kiang, through which the railway will pass, Russian railway offices are now being built; a Russian merchant has already established an agency, and Russian troops march through the town with an air of possession which powerfully impresses the Chinese. The correspondent goes on to describe the country between Tsitsihar and Petum, a distance of 180 miles. He says the entire country has been under the plough. The "league-long furrow" is never ending. A few years ago, he adds, "this country was a waste, but the stream of immigration has been increasing. There were a few mud huts clustered round the post station there are now thriving villages, with countless busy inns catering for a traffic that is always becoming greater. The soil is rich alluvial." After reaching Petum, a city of 60,000 souls, the numbers of which are steadily and rapidly increasing, the country, southwards to Kirin is among the most fertile and most thickly peopled in the Celestial Empire. The Times correspondent says: "It is the granary of Manchuria. Its harvests already supply the mills of Siberia; its wheat will yet compete in the grain markets of the world. Petum, from its position on the navigable Sungari, will be an important depot of the railway, and Russians are stationed here in considerable force." The city of Kirin is described by this correspondent as the second greatest city in Manchuria, and from his account it will at no distant date take rank before Moukden, the capital. He says Kirin is beautifully situated on a bend of the Sungari, and its wealth is enormous. "No advantage of position or environment is wanting to justify the Russian in selecting this as the chief centre of the Trans-Manchurian Railway." At Kirin the railway will cross the Sungari and go east to Omouc, 120 miles distant, and then north east to Ningut, 100 miles further. From Ningut to Poltakta, on the Russian frontier, a practicable route has been discovered, and this is the only section of the line of which even the preliminary surveys have been completed. Its length is 193 miles, and the principal engineering difficulty is a tunnel 1,400 feet in length.

What is most remarkable is the manner in which the natives acquiesce in the virtual change of rulers insensibly going on. The Times correspondent states that at Kirin the Russification of the city is proceeding most obviously. Samovars are seen in every inn, Russian engineers, escorted by Cossacks, drive in carriages through the crowded streets. "The Russians," he adds, "have little more to gain in Manchuria. They have the right to mine, the right to build houses and import machinery for railway and mining use. They have the right to unrestricted navigation of inland waters, and they have the right to protect themselves by force, independent of China. And with all the Chinese are content, and they are prepared to welcome any further change which would remove them from the exactions of their own 'officials.' Another fact not without significance as showing how entirely the Russians have their own way, he mentions that salt is imported through Poltakta and Vladivostok into Manchuria free of duty, although in other parts of China this article is a Government monopoly, and is specially prohibited, by the Russo-Chinese convention, from entering Yunnan from Burma. Russia has for many years been preparing the way for her ascendancy both in Manchuria and Mongolia, in both of which countries she has proceeded cautiously, treating the natives well and teaching them to compare the liberal rule of the Czar with the oppression of the mandarins. So long as the people are governed justly they care little whether their rulers are seated at St. Petersburg or Peking, but they are naturally impressed by a show of strength, and no doubt they have come to believe that the Russian hand is stronger than the grip of the Son of Heaven. The Russians are now beginning to reap where they have for so many years been steadily sowing, and we believe that it would be both vain and impolitic to attempt to check their advance in this direction. It is now the business of the British Government to see to it that, while Russia fulfils her destiny in the North, England is not squeezed out of her heritage in the south. There has, no doubt, been a policy of drift in the past with regard to the Far East, but recent events have brought into the strongest relief the fact that if our markets in China are to be preserved open in the future unfeeling vigilance and unflattering decision will have to be exercised.

A serious accident occurred on H.M.S. *Pisgah* at Shanghai on the 11th April. It is the custom on the vessel to exercise the men in sail drill every morning, and on the 11th, after breakfast, the yard was being raised and the yard fell on to the deck among the men engaged in hoisting it to its position. Smith, who is leading seaman, jumped clear with the rest, but the end of the yard caught his leg, ploughing it down the thigh to the heel, the yard itself cutting him. Defiantly he stood up to strike him and he ran away. Complainant then turned round and made use of a filthy expression towards him and went away. Defendant ran after him so he might bring him up before the superintendent on his arrival. On the way defendant fell over a stone and, in a fit of rage, used bad language, calling him a "pig." In the fall with his open hand, defendant was hit in the face, biting his lip. Defendant was then taken to the infirmary, having a black eye and a cut on his lip. He was then sent to the infirmary.

Under the heading of "Uling Mano" in the Manila Chronicle of the 6th April, it is reported that theRussification of the city is proceeding most obviously. Samovars are seen in every inn, Russian engineers, escorted by Cossacks, drive in carriages through the crowded streets. "The Russians," he adds, "have little more to gain in Manchuria. They have the right to mine, the right to build houses and import machinery for railway and mining use. They have the right to unrestricted navigation of inland waters, and they have the right to protect themselves by force, independent of China. And with all the Chinese are content, and they are prepared to welcome any further change which would remove them from the exactions of their own 'officials.' Another fact not without significance as showing how entirely the Russians have their own way, he mentions that salt is imported through Poltakta and Vladivostok into Manchuria free of duty, although in other parts of China this article is a Government monopoly, and is specially prohibited, by the Russo-Chinese convention, from entering Yunnan from Burma. Russia has for many years been preparing the way for her ascendancy both in Manchuria and Mongolia, in both of which countries she has proceeded cautiously, treating the natives well and teaching them to compare the liberal rule of the Czar with the oppression of the mandarins. So long as the people are governed justly they care little whether their rulers are seated at St. Petersburg or Peking, but they are naturally impressed by a show of strength, and no doubt they have come to believe that the Russian hand is stronger than the grip of the Son of Heaven. The Russians are now beginning to reap where they have for so many years been steadily sowing, and we believe that it would be both vain and impolitic to attempt to check their advance in this direction. It is now the business of the British Government to see to it that, while Russia fulfils her destiny in the North, England is not squeezed out of her heritage in the south. There has, no doubt, been a policy of drift in the past with regard to the Far East, but recent events have brought into the strongest relief the fact that if our markets in China are to be preserved open in the future unfeeling vigilance and unflattering decision will have to be exercised.

H.M.S. *Imperialist* left yesterday for the north.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 13th instant.

During the twenty-four hours to noon yesterday there were 15 cases of plague reported and 18 deaths.

Lieut-General Bruno Augustus y Davila, the new Governor-General of the Philippines, arrived at Manila on the 14th April.

The C. P. R. steamer *Empress of India*, arrived at Nagasaki at 5 a.m. yesterday, the 15th, and left at 5 o'clock same afternoon for Shanghai, where she is due to arrive at 9 p.m. today.

The D. R. steamer *Reliance*, from Hongkong, left Singapore for this port on Thursday, and may be expected to arrive here on the 20th instant.

The N. Y. K. steamer *Sanki Maru* (Hirayama Line) left Singapore for this port on Thursday, and is expected to arrive here on the 20th instant.

A woman who was working in the quarries at Shanghai was so severely injured by a fall of granite on Thursday that she died soon afterwards.

A native official telegrapher reports that the government-modified corps of 15,000 men under General Melé, the Provincial Commander-in-Chief of Chihli, duly installed their Russian military instructors on 3rd April, the German instructors having all been dismissed the previous week.—N. C. Daly News.

The following official telegram has been received by the Government from Shanghai:—"Rangoon, 10th April. 1898. Colonial Secretary, Hongkong, Macao, Canton, and Foochow. Enclosed: Infra-red ports under quarantine regulations. French-Vietnam Convention for Burma ports request that shipping firms may be informed accordingly. Letter forwarded.—SIR.

According to a native official report that already the Chinese natives and their families have landed there from Port Arthur and the coast is still going on. Port Arthur will soon demand to the inhabitants of its Chinese inhabitants. It is reported that these remaining have expressed their intention to abridge their nationality and become Russians.—N. C. Daly News.

In this case Mr. Hardon, an resident in the firm of E. D. Sasecon and Co., is the plaintiff and the Hon. E. R. Bellis, trading as Bellis and Co., the defendant. The subject matter of the action is a claim by plaintiff against defendant to obtain an indemnity in respect of certain debts to the late Bank of China, Japan, and the Straits, which on the date of the liquidation of that company were registered in the name of plaintiff and which on the same date were, plaintiff alleged, held and owned by defendant.

The hearing of the case was commenced on Wednesday.

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In this case Mr. Hardon, an resident in the firm of E. D. Sasecon and Co., is the plaintiff and the Hon. E. R. Bellis, trading as Bellis and Co., the defendant. The subject matter of the action is a claim by plaintiff against defendant to obtain an indemnity in respect of certain debts to the late Bank of China, Japan, and the Straits, which on the date of the liquidation of that company were registered in the name of plaintiff and which on the same date were, plaintiff alleged, held and owned by defendant.

The hearing of the case was commenced on Wednesday.

Mr. Hardon V. Bellis.

In this case Mr. Hardon, an resident in the firm of E. D. Sasecon and Co., is the plaintiff and the Hon. E.

VESSELS ON THE BERTH

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

VESSEL	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	(CRUSAN	Noon, 16th	See Special Advertisement.
	E. Street	April	
SHANGHAI	CORONEL	About 16th	Freight or Passage.
	F. N. Tilford	April	
YOKOHAMA VIA SHAL	CANTON	Daylight	Freight or Passage. (Pass.
NAGASAKI & KOBE	D. C. Gregor, R.N.R.	17th April	ing through the Islands)
YOKOHAMA VIA NA	ROMILLA	Daylight	Freight or Passage. (Pass.
GASAKI & KOBE	S. D. E. Lockyer, R.N.R.	17th April	ing through the Islands)
LONDON	MANILA	About 5th	Freight or Passage.
	R. L. Haddock, R.N.R.	May	

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th April, 1898.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Two Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th April, 1898

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898

EMPEROR OF CHINA, Comdr. H. Pybus, R.N.R. WEDNESDAY, 8th June, 1898

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually take the voyage YOKOHAMA to VANCOUVER in 12 days, saving THREE DAYS to the usual time taken by the Trans-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for sum at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder Street.

Hongkong, 7th April, 1898.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.Proposed
Steamer
Tons.
TACOMA

1,249 A. Dixon

April 19 ARGYLL

2,207 W. Ward

April 26

VICTORIA

3,167 J. Truscott

May 10 HELENA

3,601 E. Porter

June 4

OLYMPIA

2,605 T. H. Hobson

May 21 MOGUL

3,652 W. H. Wright

June 15

ARIZONA

1,164 J. Paxton, R.N.R.

June 14 COLUMBIA

2,000 A. Gow

July 9

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGA-

TION CO.

Proposed
Steamer
Tons.
STEAMER

TACOMA

2,549 A. Dixon

April 19 ARGYLL

2,207 W. Ward

April 26

VICTORIA

3,167 J. Truscott

May 10 HELENA

3,601 E. Porter

June 4

OLYMPIA

2,605 T. H. Hobson

May 21 MOGUL

3,652 W. H. Wright

June 15

ARIZONA

1,164 J. Paxton, R.N.R.

June 14 COLUMBIA

2,000 A. Gow

July 9

FOR NEW YORK VIA SUEZ CANAL

THE Steamer

"LERNNOX"

will be despatched as above on or about the 26th

April, 1898.

To be followed by

S. "ENERGIA," sail about 5th May, 1898.

S. "MAGDALENE" do. 23rd May, 1898.

S. "SIRIA" do. 31st June, 1898.

S. "PATHAN" do. 15th June, 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 11th April, 1898.

FOR SWATOW, AMOY, AND

TAIWANFOO

THE Company's Steamer

"NANYANG"

Captain Leyman will be despatched as above

to-morrow, the 17th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th April, 1898.

FOR MOGUL LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE,
AND YOKOHAMA

THE Steamer

"AFRIDI"

Captain Golding will be despatched as above or

about TO-MORROW, the 17th instant, at DAYLIGHT.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 11th April, 1898.

FOR MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL

THE Steamer

"LERNNOX"

will be despatched as above on or about the 26th

April, 1898.

To be followed by

S. "ENERGIA," sail about 5th May, 1898.

S. "MAGDALENE" do. 23rd May, 1898.

S. "SIRIA" do. 31st June, 1898.

S. "PATHAN" do. 15th June, 1898.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 15th April, 1898.

FOR PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MIKE MARU } BOMBAY, VIA SINGAPORE (Tranship. &c. shipping Cargo for Java Ports). & TUESDAY, 19th April, at NOON.

S. KAWAMOTO } TUESDAY, 19th April, at NOON.

YOKOHAMA } YOKOHAMA (DIRECT) WEDNESDAY, 20th April, at 4 P.M.

W. Townsend } YOKOHAMA (DIRECT) WEDNESDAY, 20th April, at 4 P.M.

OMI MARU } NAGASAKI, KOBE & YOKOHAMA MONDAY, 25th April, at 4 P.M.

C. Young } MARESSELS, LONDON, & ANTWERP, VIA SINGAPORE (Tranship. &c. shipping Cargo for Java Ports). & THURSDAY, 28th April, at 4 P.M.

H. Barnes } NAGOYA, COLOMBO, & PORT SAID TUESDAY, 29th April, at 4 P.M.

YAMASHIRO MARU } VILLE, BRISBANE, SYDNEY and MELOUNGE (DIRECT) FRIDAY, 29th April, at 4 P.M.

J. Jones } MELBOURNE (DIRECT) FRIDAY, 29th April, at 4 P.M.

* Connecting at Kobe with S.S. "Riyo Maru" sailing thence for Seattle, U.S.A., on the 7th May. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamer

"DEUCALION"

Captain Brand will be despatched TO-DAY, the 18th instant, at NOON.

For Freight or Passage, apply to

BITTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1898.

"GLENSHIEL" Agents.

Captain Lyons, shortly expected from Shanghai, will load her for the above port and will have quick despatch.

For Freight, apply to

JARDINE, MATHEWS & CO., Agents.

Hongkong, 12th April, 1898.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamer

"OHUSAN"

Captain F. Street, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c. on SATURDAY, the 16th April, at NOON, taking Passengers and Cargo for the above Ports.

Shipping Orders will be granted till NOON on MONDAY, the 23rd April, and Parcels will be received on board until 5 P.M. on TUESDAY, the 24th April, and Parcels will be received on the 25th April, until 5 P.M. on TUESDAY, the 29th April, and Parcels will be received on the 30th April, until 5 P.M. on TUESDAY, the 2nd May, and Parcels will be received on the 3rd May, direct to Suez, Port Said, and Marsa Matruh.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contracts and Value of all Packets are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th April, 1898.

THE American Ship

"ST. DAVID."